

Wm. Sellers, President.
 John Sellers, Jr., Vice Pres. & Treas.
 Justus H. Schwabach, Secretary.
 J. Sellers Bancroft, Manager.
 Coleman Sellers, Engineer.
 D. L. Lukens, Purchasing Agent.

William Sellers & Co., Incorporated.

Philadelphia

October 1, 1887.

Copy sent
to Mr. Downer

Hon. D.M. Fox,

Supt., U.S. Mint,

Philadelphia.

Dear Sir:-

On Tuesday last, 27th ult., we received a 'Phone message from your Mr. James stating that one of the hanger boxes on the line of 4" shafting in the North passage of the Mint had heated so badly as to require immediate attention and requesting us to send a Millwright at once to remedy the difficulty. We sent one of our most capable men and upon his return he reported that the box was badly cut, so much so as to render its further use unsafe, and that the shaft was also badly scored in the bearing. He also reported that part of the work at the Mint was stopped until the shaft could be started and that the authorities at the Mint were anxious to start again as soon as possible. He reported the cause of the box cutting to be due to insufficient lubrication. We sent a new box and had it put in place, with as little delay as possible. Since this box was put in place our Mr. Butler has been making daily visits to the Mint to watch its working and to ascertain if possible why the boxes in this line should

Fox, 2.

heat and give trouble as they are not by any means overloaded in the work they are doing. During one of these visits yesterday he poured from the oil-can used by your Oiler a sample of the oil that is being used in these shafts, and found it to be a black looking mixture that in his opinion does not possess the lubricating properties required for work of this size and importance. We do not think it possible for you to overestimate the value of good lubrication. Cheap oils generally should not be used on bearings and nothing but the best grades of heavy lubricating oils should be relied upon to keep the journals in good condition. In all lines of shafting there are some bearings that are of necessity more heavily loaded than others, and consequently require more oiling. To meet such cases we would advise you to use large adjustable sight feed oilers, regulated so as to furnish to the bearings just such an amount of oil as is needed to keep them in good working order. The sight feed will enable the man in charge to see at any time just what amount of oil is passing into the bearings and consequently to make an intelligent adjustment of his cups. In one instance we notice that a steam pipe has been placed so near to one of these bearings as to keep it warm and render the oil used so fluid that it passes off the surface

Fox, 3.

of the bearing without any useful effect. In our contract with you dated April 2nd 1887 and under which the above work was made and erected, you will find the following:

"It is further covenanted and agreed that the party of the second part, (Wm. Sellers & Co. Incorporated) is to guarantee and keep the shafting, etc., erected under this contract, in perfect running order, for one year after the same shall have been put in operation, Provided, the party of the first part (Hon. D. M. Fox, Supt. U.S. Mint, Philada.) keeps said Shafting properly oiled, gives it proper mechanical attention, guards it from malicious interference and from accident, not fairly attributable to the use of said Shafting, etc."

Under these conditions we are not in any way responsible for any damage resulting from insufficient or improper lubrication, or any want of "proper mechanical attention" in caring for this work. The real substance of our responsibility is simply a protection to you against any defective material or workmanship which may have been furnished by us.

We also wish to call your attention to the fact that the main bearings on the head shaft in the Engine Room are out of line, owing to the settling of the piers upon which they rest. We also

1501
Fox, 4.

desire to tighten up footing pieces, attach oil cups etc. all of which will require an opportunity for several hours work, which can be much better done by day light than at night. We desired to do the work on Thursday, 15th ult., during the holiday due to the Centennial Parade, but your Mr. Helmbold told us you would not permit our men to enter the building on that day.

We would be very much pleased if you would fix upon an early day when the work can be done.

Yours respectfully,

Wm. Sellers & Co. Incorporated,

dictated to Short
Hand Writer by

Wm. Sellers

1204

FOX, A.

Phila. Pa.

Oct 1. 1887.

Wm. Sellers & Co.

In reference to one of the
hanger boxes on line of
4" shafting in North
passage of mill, being
heated so badly as to
require immediate atten-
tion &c. &c.

Recd

Oct. 1. 1887

day when the work can be done.

We would be very much pleased if you would fix upon an early
period for our men to enter the building on that day.

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which will require an opportunity for several hours work, which

desire to lighten up looking pieces, after oil cups etc. all at

Yours respectfully,

Wm. Sellers & Co. Incorporated

[Abstract:] In reference to one of the hanger boxes on line of 4" shafting in north passage of Mint...

William Sellers & Co., Incorporated.
Philadelphia
October 1, 1887

Hon. D.M. Fox,
Supt., U.S. Mint,
Philadelphia.

Dear Sir: -

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gives it proper mechanical attention, guards it from malicious interference and from accident, not fairly attributable to the use of said Shafting, etc.”

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We would be very much pleased if you would fix upon an early day when the work can be done.

Yours respectfully,
Wm. Sellers & co. Incorporated,
Dictated to Short Hand Writer by Horace W. Sellers

[Noted in margins:]

Copy sent to Donna